SCHEDULE NOTES

B1. NO CHARGE ITEMS.

Offerors must submit offers on all items enumerated in the Schedule of Rates for which estimated quantities are shown. If there is to be no charge for an item, an entry, such as "No Charge", the letters "N/C", or "O" must be made in the unit price column of the schedule. CAUTION: The Government anticipates requirements under each item for which estimated quantities are shown. The Government will determine the schedule and item under which services are ordered, consistent with the terms of the contract and prevailing practices of the port, and reserves the right to order services to provide the most economical performance for the Government. Services ordered under an item for which the Contractor has offered "No Charge" will not be considered for payment under any other item under the contract. The Contractor's offer of "No Charge" for an item does not relieve the Contractor from the requirement to provide the service or comply with other provisions of the contract, applicable law or regulation.

B2. CENTRAL CONTRACTOR REGISTRATION (CCR).

Effective June 1, 1998, to be eligible for any DOD contract award, all Contractors are required to be registered in the Department of Defense (DOD) Central Contractor Registration (CCR) database. The CCR allows DOD vendors to provide basic business information to the Government. This information provides worldwide visibility of sources to DOD buyers and finance officers. Therefore, all Contractors doing business with the U.S. Army Military Surface Deployment and Distribution Command (SDDC) are required to register in CCR.

Vendors may register in the CCR by following the procedures outlined below:

STEP 1. Access the World Wide Web Home Page address**:** **http://ccr.edi.disa.mil/**

STEP 2. Complete the registration form by following the instructions on the screen. Instructions to FAX the CCR registration form to the appropriate Registration Assistance Center (RAC) are also included on the screen. The RAC number can be obtained by calling (888) 227-2423.

To confirm your registration, you may call (800) 841-4431 or (616) 961-5757. Please allow one or two weeks for complete processing.

The effective date for mandatory Electronic Funds Transfer (EFT) for all vendor/contractor payments is extended until August 1, 1999. All paying offices will return contracts or invoices without payment effective August 1, 1999, when there is a lack of EFT information (See FAR 52.232-33).

The only EFT exemptions permitted are:

1) Sole Proprietorship. This category is input by the vendor when registering in the CCR.
2) Non-Recurring Payments. These are also referred to as one-time payments. This fact is identified in the contract.
3) All Government Agencies: Federal, State, and local Governments.
4) All Foreign Vendors.

B3. VESSEL NOTES.

A) AMSEA CLASS VESSELS.

1. VESSEL OPERATIONS: An average load aboard an AMSEA class ship will generally include 725 wheeled vehicles, 64 tracked vehicles, 13 loaded (non-wheeled) and 572 ISO containers. Container holds are forward of roll-on/roll-off decks, thereby allowing container operations and roll-on/roll-off operations to take place simultaneously. This class of ship does not have container cell guides. All containers are secured with corner locks and bridges. Ninety percent (90%) of all containers are loaded/unloaded from the ship’s holds by a pier side container crane or

ship's crane. Containers placed directly under a hatch square can be placed or removed without the use of a container handler (KALMAR). Containers placed outside the hatch square (under the wings) must be moved into/out of the hatch square with the use of a KALMAR. During a download, containers are lifted from the container holds to a container chassis on the pier and transported into the container lot, vice-versa for an upload. Hatch covers and deck plates must be removed by crane (total of 18 lifts at an average of 20-30 minutes per lift) before loading or discharging cargo. Containers must be stowed in a specific pattern, meet compatibility requirements and must maximize space utilization.

2. CONTAINER OPERATIONS:

a. Over 90% of the containers on this class of vessel must be handled two times on board the vessel. A KALMAR low-masted container handler must be used in the container holds to stow containers or to spot containers for the crane. There is no need to use a container crane because the production rate is dictated by the speed of the KALMAR operation on board the vessel for both load and discharge operations (average of 10 to 12 containers per hour). The container operation is slowest at the beginning of the discharge and at the end of loading due to the limited space available for the KALMAR to operate.

b. The removal of hatch covers requires the use of the ship's crane.

3. VEHICLE OPERATIONS:

a. The stowing of vehicles on the tank top and in some of the compartments is very slow due to the low deck height and limited space in the smaller work areas. The high stowage factor sought by the USMC for the type of equipment loaded aboard these vessels also contributes to lower production rates.

b. The steep grade of internal vessel ramps often cause delays because extended length vehicles with nested loads frequently do not fit through water-tight doors at the end of the ramps. In these cases, nested loads either have to be reconfigured or the vehicles have to be stowed elsewhere.

B) <u>WATERMAN CLASS VESSELS.</u>

1. VESSEL OPERATIONS: An average load aboard a Waterman class ship will generally include 685 pieces of rolling stock, 71 tracked vehicles, 4 square loaded (non-wheeled) and 532 ISO containers. Container holds are forward of the R0/RO decks, thereby allowing container operations and roll-on/roll-off operations to take place simultaneously. This class of ship has container cell guides. During a download, containers are lifted from the container holds to a container chassis on the pier and transported into the container lot, vice-versa for an upload. Hatch covers must be removed by the ship's crane (total of 12 lifts) before loading/discharging cargo.

2. CONTAINER OPERATIONS:

a. The removal and replacement of all hatch covers require the use of a crane. There are 12 hatch covers with as many as 15 bolts.

b. This vessel has container cell guides installed in all container cells below deck. As such, the container production rate for this type vessel is normally not less than 15 containers per hour. One very experienced gantry crane operator once achieved a 42 container per hour production rate using the USMC gantry crane on this type vessel; that, however, is far from the norm.

3. VEHICLE OPERATIONS:

a. The production rate for the RO/RO operation is generally very good. However, deck height and ramp weight limitations restrict the type of MHE a contractor may employ during vessel operations.

b. As with all 3 type vessels, the high stowage factor sought by the USMC for the type of equipment loaded can often result in lower production rates, particularly toward completion of RO/RO operations.

C) MAERSK CLASS VESSELS.

1. VESSEL OPERATIONS: An average load aboard a Maersk class ship will generally include 540 wheeled vehicles, 44 tracked vehicles, 100 square loaded (non-wheeled) and 400 ISO containers. Container holds are below the roll-on/roll-off decks, thereby requiring roll-on/roll-off equipment to be downloaded before the containers can be downloaded and vice-versa on the upload. During a download, containers are lifted from the container holds to a container chassis on the pier and transported into the container lot, vice-versa for an upload. This affects the time that the ship is munitions laden. This class of ship does not have container cell guides. All containers are secured with twist locks and bridge plates. In addition to a stern ramp, the Maersk class ship has a side port ramp. The side port ramp is stowed on the weather deck midway through loading of the vessel. After stowing ramp, containers are stowed around ramp.

2. CONTAINER OPERATIONS:

a. Each MAERSK class vessel has 63 pontoons which must removed before the below deck containers can be worked. The removal/installation of pontoons generally requires 14 to 16 hours to complete. When installed, the pontoons are the RO/RO decks. During vessel discharge, nearly all rolling stock must be downloaded before ammo containers can be removed. During vessel upload, all ammo containers must be loaded before loading the rolling stock. This unique vessel configuration results in approximately 80% of the vessel load/discharge operation to be performed at the explosive rate.

b. Container loading operations are slowest on the MARESK class vessels, generally achieving 4 to 8 containers per hr. A number of containers must be set in place with one end resting on container rails. A forklift is then used to push those containers down the rails to the final place of rest. The remaining majority of containers must be set onto container twist locks. This operation is done primarily using the ships cranes. Manual override of the crane's limit switch is often required in order to maneuver certain containers in place. Crane operators frequently alternate between ship's cranes fore and aft of the same hatch in order to place containers in the same hold. Use of the container crane for this operation is possible but generally does not result in higher productivity. A manual spreader bar is normally used on the container crane and must continually be changed to an offset position, either left and right, in order to place containers under eaves of the hatch openings.

c. The MARESK vessels have a side port ramp. When working containers on the hatch 4 weather deck, ground crews have to work around the constraints of the side port ramp. The ship's cranes must be used for this portion of the operation. The crane's limit switch must often be manually overridden to reach some containers.

3. VEHICLE OPERATIONS:

a. The production rate for the RO/RO operation is generally very good. Because the MAERSK vessels have side port ramp access, 3 RO/RO gangs can easily be employed simultaneously on 3 separate decks.

b. The high stowage factor sought by the USMC for the type of equipment loaded can often result in lower production rates, particularly toward completion of RO/RO operations.

D) MARITIME PREPOSITIONING FORCE (ENHANCED) /MPF(E) VESSELS.

1. These vessels are new additions to the MPS fleet, with one ship being added to each of three squadrons. Unlike the current MPS vessels, each MPF(E) ship is a government-owned vessel crewed by contract-employed mariners.

a. The USNS 1LT Harry L. Martin (T-AK 3015), ex-Tarago, was converted at the Atlantic Drydock, where a "forward garage" was added to the upper deck to house double stacked explosive containers. The vessel has three container handlers (2 ea. Kalmar and 1 ea. Valmet) for stowing containers in the No. 4 Deck *garage* as well as in lower decks. Containers stowed in lower decks are lifted through a series of hatch openings and moved to/from their stow location by use of a container handler. Containers stowed in the *garage*, are lifted to/from the well opening of No. 4 Deck, and moved to/from their compartment stow location via container handler. The ship has one

set of pedestal-mounted, twin-boom cranes. The stern ramp is one of the largest on any RORO ship. Ship particulars: LOA: 754', Beam 105'10", Draft: 35'11", Displacement: 51,531 LT full load, Speed: 21 knots. The ship began service under the MPS program in June 2000.

b. The USNS LCpl Roy Wheat (T-AK 3016), ex-Vaslyaev, recently completed its modifications at the Bender Shipyard in Mobile, AL, where a forward and aft garage were added. It has 2 sets of pedestal-mounted, twin-boom cranes, a helo landing facility, and a fixed quarter stern ramp. Deck fittings and cloverleafs were added. Ship particulars: LOA: 863', Beam: 98', Draft: 35', Displacement: 50,570 LT full load, Cargo Area: 128,000 sq. ft., TEU's: 1017, Speed: 22 knots. This vessel has recently undergone Operational Test & Evaluation, and is expected to be officially adopted as an MPS vessel shortly.

c. The USNS GySgt Fred W. Stockham (T-AK 3017), ex-Soderman (sister of Shugart and Yano), is a Large Medium Speed RORO vessel. It was modified at the NASSCO Shipyard as follows:

- The stern ramp was lengthened in Section 1 so it can splash down
- The Helo Deck was upgraded to add lighting, tie downs, and helo control station
- Container sockets were added to accommodate 825 containers in deck fittings
- Internal capacities are the same except for no-stow areas under the Helo Deck and around the house

There are two sets of pedestal-mounted, twin-boom cranes, and the vessel is equipped with (3) container top handlers (2 Kalmar top handlers, and 1 Kalmar side loader) for stowing containers on internal decks of the vessel. All RORO decks can be accessed by either the stern or side port ramps. RO/RO and LO/LO operations can be conducted simultaneously by multiple gangs. The vessel began service under the MPS program in July 2001. Ship particulars: LOA: 950', Beam: 105'9", Max Draft: 33'6", Displacement Loaded: 61,790 LT; Speed: 24 knots.

2. See the Attachments for side-profiles of the vessels for more details.

END OF SCHEDULE NOTES